

Laboratory in Pasadena, California. Under the leadership of Dr. Charles Elachi, the men and women of JPL work tirelessly to develop and manage America's robotic exploration of space.

Last January, even as we still mourned the loss of the crew of *Columbia* and the consequential interruption of the Shuttle program, JPL brought America back to Mars. The Spirit rover and its twin, Opportunity, landed on Mars to begin what was planned as a 3-month mission to evaluate whether conditions would at one time have been suitable for life on that planet.

Equipped with cameras, spectrometers and a grinder, America's robotic explorers have been hard at work for more than 16 months and are still going strong. Their discovery of evidence of past water on Mars last year was the top scientific "Breakthrough of the Year," according to the journal "Science." People around the world have been captivated by the stunning photographs of the Martian surface and the planet's ruddy sky. JPL's website is visited more than 16 billion times; and, that is right, billion.

Last July, Cassini arrived at Saturn to begin a multiyear exploration of the planet and its myriad moons. Cassini carried with it a small European-built probe that landed on Saturn's largest moon, Titan, earlier this year.

JPL's spectacular missions have not only brought us incalculable scientific data, they have also sustained America's interest in space flight, especially the Mars missions. Now, as NASA prepares to accelerate the development of the Crew Exploration Vehicle and move forward with the return of humans to the moon, the space agency and Congress must take care to continue to provide adequate resources to support the robotic exploration of space that is JPL's specialty. In the short term, JPL is in danger of being a victim of its own success as the continued operation of Spirit and Opportunity have put pressure on the budget for the overall exploration of Mars.

Last year, the President announced a long-term goal of landing on Mars. This is an ambitious and worthy goal, but the technological and physiological challenges, not to mention the cost, means that it will be decades before an American walks on the Martian surface. In the interim, we have to keep interest in space high as we continue to explore the red planet and our other neighbors with relatively inexpensive probes that are better equipped than humans to survive the extreme hardship of long-duration space travel.

Mr. Speaker, as we continue to contemplate the future of our space program, I urge NASA and my colleagues not to deprive JPL one of the crown jewels of the American science and technology program of adequate resources. For thousands of years, people have gazed into the heaven and wondered what was up there. Thanks to NASA and the Jet Propulsion Laboratory, we are beginning to learn the answers to that age-old question.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Mr. BILIRAKIS) is recognized for 5 minutes.

(Mr. BILIRAKIS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

ORDER OF BUSINESS

Mr. POE. Mr. Speaker, I ask unanimous consent to take my Special Order at this time.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

NATIONAL SECURITY AND PUBLIC SAFETY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. POE) is recognized for 5 minutes.

Mr. POE. Mr. Speaker, I rise today to discuss national security and public safety for our country and who is responsible for that duty.

Public safety, that is the first duty of government. Local security, local public safety goes to local cities and local law enforcement. National security, national public safety is the responsibility of the Federal Government.

But there is an unfunded public safety mandate that is affixating an already struggling industry: our airline industry. The airline industry is an important sector of the American economy. With increasing fuel costs and taxes, the industry lost \$9 billion last year alone and has lost \$32 billion since September 11, 2001. Presently, taxes and fees comprise 26 percent of a \$200 airline ticket. The flights seem to be at near capacity, yet some airlines are losing money, and I want to mention just one reason why.

Although the Federal Government has taken over much of the security for air travel after the terrorist attacks of September 11, airlines are still paying for national security and public safety. The airline industry forks over \$777 million a year out of their own pockets for an unfunded Federal security mandate such as catering, security, security for checkpoints and exit lanes, and first class, or first flight cabin sweeps.

Specifically, the people who load the peanuts on the airplanes, for example, the airlines are forced to expend \$81 million, not only on their salaries, but the security checks on these caterers.

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The people who match your ticket with your driver's license, and then mark it up with a red Crayola at checkpoints and exit lanes, airlines, not the government, dispense roughly \$80 million on these people.

And the first flight cabin sweep crew that inspects the plane prior to boarding, the people who check for bombs in the bathrooms, airlines pick up a \$26 million tab for them.

But perhaps the largest unfunded security mandate is the Federal Air Marshal Service, the one which costs the airlines \$195 million every year. Under current law Federal air marshals are permitted to fly without a cost to the Federal Government or the air marshals.

They sometime fly in pairs, and sometime sit in first class seats to allow them to better protect the cockpit. But they can bump off the plane a paying passenger as well. The Air Transportation Association estimates that airlines are losing \$195 million a year in opportunity costs by losing these seats.

Continental Airlines, a carrier based out of Houston, Texas, part of my Congressional district, loses \$7 to \$9 million a year because they cannot sell the seats used by Federal marshals to the public.

I say again, national security and public safety are the responsibilities of the Federal Government. If the Federal Government wants air marshals on our airplanes, the Federal Government should pay for this service.

The Federal Government should shell out the money to pay for the travel of Federal air marshals, because this is a law enforcement expense, instead of saddling the expenditure on the airplanes.

Mr. Speaker, we want the Federal air marshals on our planes, and while many of their accomplishments remain below the radar, their presence on thousands of domestic flights since 9/11 have helped to maintain the safety of our skies, but the Government should pay their way.

Mr. Speaker, some may argue that it is the airline's responsibility to provide for some reasonable security. Well, the airplanes already cough up scores of dollars to comply with Federal regulations. For example, the Federal Airline Administration reports that full deployment of hardened cockpit doors meeting outlined specifications have been implemented on about 10,000 airliners and foreign aircraft flying to and from the United States.

Who paid for most of this, Mr. Speaker? The airlines, because the Government, our Government told them to.

Still, airlines face additional expenditures in the name of safety. Video monitors and other devices to alert pilots of cabin activity as well as guns in the cockpit are just a few of the other efforts being undertaken by the industry, all of which, Mr. Speaker, cost money.

If the Government does not offer financial assistance to implement these technologies, who will? Once again, it is the airlines. When will we be substantially decreasing the hundreds of millions of dollars they incur in unfunded Federal security mandates?

Mr. Speaker, we must bring some relief to these carriers by reducing these unfunded mandates that they are expected to pay.

I urge my colleagues to help preserve this vital industry and start imploring

our Government to pay for the security of this Nation.

When you are spending taxpayer money for bridges that go nowhere, funding fish hatcheries and wasting precious dollars on foreign give-away programs, we must be responsible to the country by securing the air. That is the first duty of government.

Mr. Speaker, when the next airline files for bankruptcy, we will all bemoan the tragic news, but unless we change our policy the Federal Government will be responsible for putting an institution, the airline industry, on the road of economic ruin, and then we will ask the question what happened to the airlines in our skies.

REDUCE OUR DEPENDENCE ON FOSSIL FUELS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Ms. WOOLSEY) is recognized for 5 minutes?

Ms. WOOLSEY. Mr. Speaker, if we want to reduce the threat of terrorism against the United States, we must rust reduce America's dependence on foreign oil. Nothing threatens our country and our security more than our reliance on oil from repressive Middle East regimes like Saudi Arabia and Libya.

Of the 21 million barrels of oil consumed by the U.S. each day, 14 million are imported from other countries. Most are imported from the Middle East, where as we know democracy is not pervasive. This lack of democracy allow the authoritarian leaders of many Middle East countries to pocket billions of dollars each year from American oil purchases.

So while the leaders of these countries are becoming increasingly wealthy, the rest of their people fail to benefit from the oil proceeds. Sadly, this economic disparity allows the powerful elite to tighten their hold over their people.

This repressive power structure allows the conditions which give rise to terrorism, resource scarcity, extreme poverty, and lack of education to run rampant. It is quite clear that we need to decrease our dependence on foreign oil in order to keep America safe from the threat of terrorism.

But there is a right way, and there is a wrong way to accomplish this goal. Many Members of Congress have suggested, today in fact, that we can simply drill for gas and oil off the coasts of our shores, or in places like the Arctic National Wildlife Refuge in Alaska to solve our energy crisis.

Unfortunately this suggestion is just plain wrong. In fact, drilling for oil in the United States would do little to immediately reduce our dependence on foreign oil, because it would take at least a decade to get a drilling operation up and running in ANWR or off our coasts, and even then there is no telling whether there is usable oil.

That does not sound like a comprehensive energy strategy to me. No.

Drilling for oil just is not the answer. We need to accept the fact that fossil fuel is a thing of the past. To solve the current energy crisis and to prepare for a secure and successful future, we need to invest in conservation and renewable and efficient sources of energy.

For example, providing tax incentives for the construction of energy efficient buildings and manufacturing energy efficient heating and water heating equipment could save 300 trillion cubic feet of natural gas over 50 years.

By failing to take advantage of renewable energy technologies, we are continuing to promote our national insecurity by providing billions of dollars each year to repressive regimes.

That is why I have reintroduced the smart security resolution, H. Con. Res. 158. SMART is a sensible multilateral American response to terrorism.

SMART will help secure America for the future by preventing the threat of terrorism, by reducing nuclear stockpiles, eliminating the possible use of nuclear weapons through diplomatic means, and establishing a new Apollo project to secure America's energy independence.

Many Members of Congress understand the importance of reducing our dependence on foreign oil to ensure our national security, and that is why 49 of my colleagues signed on as original co-sponsors to the SMART security resolution.

Mr. Speaker, our Nation's energy and foreign policies are interconnected. One cannot address one without addressing the other. That is why SMART security promotes a new Apollo project that will ensure our Nation's energy security within the next 10 to 15 years.

If we fail to address this problem, we will only ensure the continuation of deep disparities of wealth in the Middle East. These misguided policies will encourage future acts of terrorism, which will encourage future warfare.

And speaking of warfare, do we know for sure that our reason for attacking Iraq was not to take control of Iraqi's oil? Until we are independent of our need for foreign oil, we will always be suspect. It is time to get serious about our reliance on foreign oil, which will lead directly to a smarter security strategy.

METHAMPHETAMINE PROBLEMS

The SPEAKER pro tempore (Mr. MARCHANT). Under a previous order of the House, the gentleman from Nebraska (Mr. OSBORNE) is recognized for 5 minutes.

Mr. OSBORNE. Mr. Speaker, this evening I would like to discuss a major problem that is moving rapidly across the country. That is the problem of methamphetamine.

Methamphetamines first came into prominence during World War II. Many Japanese kamikaze pilots were given methamphetamine to allow them to finish their mission.

From that point on it spread to Hells Angel and other biker groups on the West Coast and has been slowly spreading its way from west to east across the country. It is the most highly addictive drug that is known at the present time, often causes complete addiction after only one usage.

It creates a euphoria that lasts between 6 and 8 hours. There is a huge dopamine release in the brain, and it is cheap. It costs much less than heroin and cocaine, provides increased energy. Many young mothers who have two or three kids and have a tremendous energy drain become drawn to this particular drug.

People who are working two jobs, sometimes truck drivers who want to stay awake for 2 or 3 days on end find that methamphetamine serves their ends. Often it always results in fairly rapid weight loss.

However, whatever goes up must come down, and we find that those who are using methamphetamine usually will experience, at times, extreme anxiety, depression, hallucinations, many times will actually sink into a psychosis.

Violent behavior is often a side effect. Many methamphetamine addicts experience crank bugs. These are the hallucination that there is a bug underneath the skin. As a result, in order to get those bugs out, they will pick at their skin. That will cause rather extreme skin lesions to result.

Also, when they use it orally, their teeth disintegrate very rapidly, extremely quick aging, and usually death ensues within a few years of methamphetamine use.

It always causes brain damage. And much of this brain damage is irreversible. An 18-year old who has been on meth for a year will have a brain scan that will look very like an 80-year old Alzheimer's patient. There is so much brain tissue that has been destroyed, that the two brain scans are somewhat indistinguishable.

It is very common to see a great deal of meth abuse in rural areas. And this is due to the fact that when you manufacture meth, there is a very strong odor of ether. And as a result, if you manufacture in the city, sometimes that odor is easily detectable.

The chief ingredient of methamphetamine is pseudophedrine, a common cold medicine. Oklahoma has done a fairly effective job of eliminating the meth labs by making pseudophedrine a class V substance. And that puts it behind the pharmacy counter.

But many other States have failed to follow suit. Other ingredients of methamphetamine are lithium batteries, drain cleaner, starter fluid, anhydrous ammonia, and iodine.

It is a tremendously toxic mix, and of course it lease a lot of toxic waste. In order to clean up a methamphetamine lab, it will cost anywhere from \$5 to \$6,000. Many of the suits that are worn by those cleaning un those meth labs cost about \$500, and they can only be used one time because of the toxicity.